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HONGKONG, SATURDAY, MARCH 18, 1911.

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T. F. Hough, Esq., C. J. Lafrentz, Esq.
Hongkong, November 16 1909. 1424.

THE FUTURE OF KUNG YIK.

It is known to some of our readers that Kung Yik is the port built on the main river, between Sancheung and Kong Moon, as the terminus of the new railway from Sanning. It saw a remarkable growth and was opened with a big flourish of trumpets, amid which we heard promises of many wonderful improvements, such as the banishment of gambling dens and so forth. What has really happened may be seen by any who have paid the place a visit. The streets were laid with concrete, and there are no sewers under the shins, as so frequently seen in Chinese cities. Meanwhile there are gutters, and it was expected that these would be kept scrupulously clean. Alas for human hopes or, perhaps, more correctly, for human promises, and especially when these promises are made by Chinese. The gutters have become veritable cesspools and the breeding ground of every kind of disease, if we are to believe what we are told by those who are supposed to know. It is not however with this aspect of the town that we are at present concerned. The native papers are bemoaning that things have turned out quite other than was expected in regard to the development of the trade of the place. In a dirge before us it is lamented that many of the business houses are anxious to wind up their affairs, but are unable to do so except at a ruinous loss; and yet, meanwhile, to continue business entails a more serious loss still. There are no new places being opened. It is reported that, towards the end of last year a firm lighted up the place, but because no funds were forthcoming with which to pay for the illumination no lights are now to be seen and the people run against each other as they walk the streets in the evenings. After all, this is not so very remarkable for it is only within very recent years that the Chinese have thought about lighting up their streets at night. It may be pointed out, moreover, that when the new railway is opened, which will, we think, be towards the end of the year, Kung Yik will no longer be a terminus and trains will then pass it by, simply regarding it as a stopping place on the direct run to Kong Moon. There seems, therefore, no hope that the town will be able in any way to recuperate itself. Indeed, it is an evidence of an undertaking assumed without sufficient thought but with great enthusiasm, and according to our report, will, it is feared, stand soon as a sad memorial of an ill-judged and hastily undertaken project.

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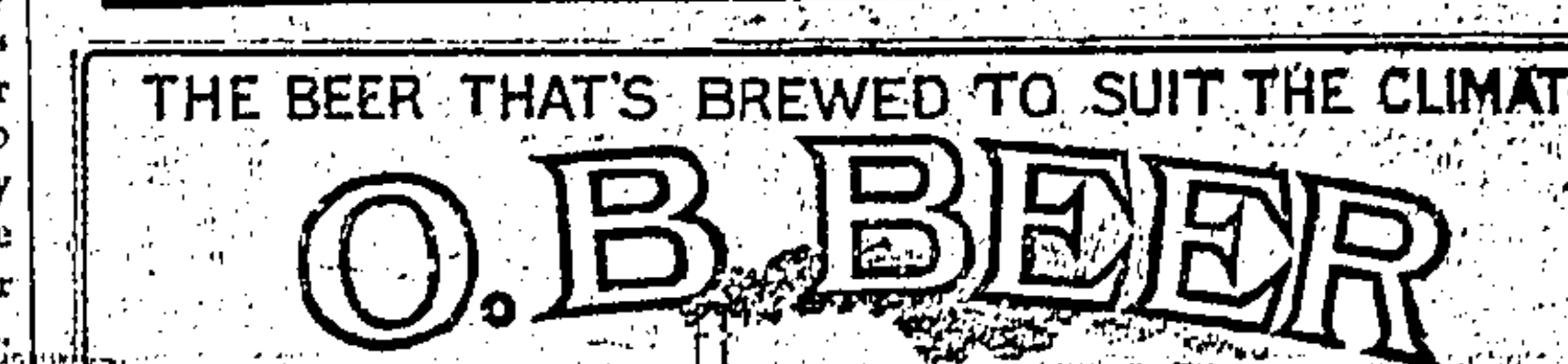
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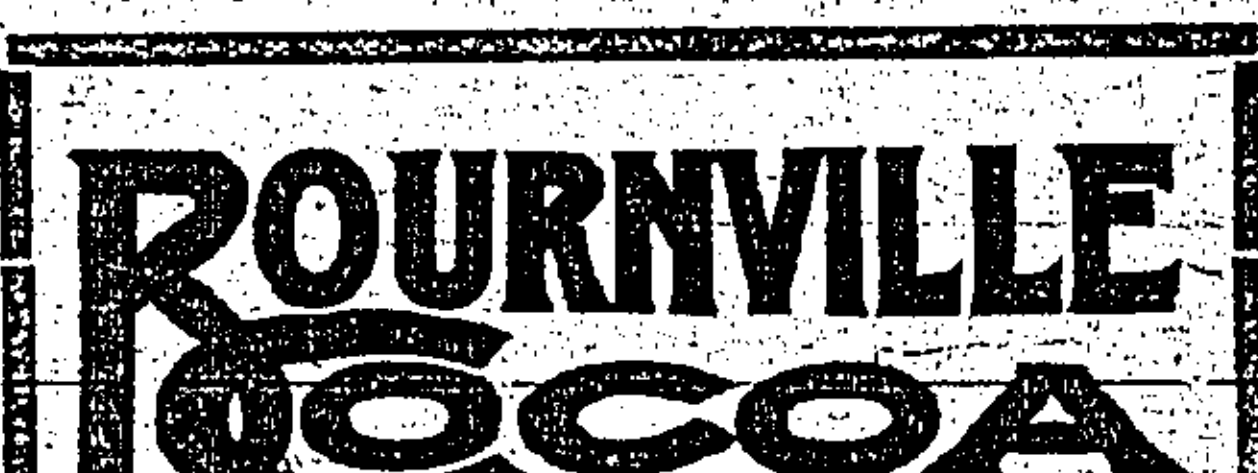
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'FAUST.'

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KITTY DONNELLY.

DORIS CARNEY, Comedian.

and Eastern Engineer sums up the points of the address and at the same time provides a running commentary on the interesting matters spoken of. He says: "The portion of Mr. Ferranti's address which attracted perhaps more attention than any other, was that in which he proposed that the weather should be controlled. I have held this view for a great many years, since in fact the classical experiment of Lord Rayleigh, and the later one of Sir Oliver Lodge. It will be remembered that in Lord Rayleigh's and Sir Oliver's experiments, the particles in a finely divided spray of water are made to coalesce by the aid of an electrical charge, and to fall as rain. Sir Oliver has developed the process so far as to clear the neighbourhood of, I think, Liverpool University College when he was there, and Birmingham Mason's Science College, during times of heavy fog, by the aid of his apparatus. Mr. Ferranti suggests the guarding of our coasts from the invasion of fog, by a series of fog depositing stations. Fog, as is well known, arises from several causes. On the last time it rolled in from the sea. Last summer I had to go to Newcastle, and when I reached Stockton, the neighbourhood around was covered with a fairly thick mist, which had rolled in from the North Sea. In other parts of the country, mists rise principally in autumn, from the damp ground. Over towns such as London, Birmingham, Glasgow, and the group round Manchester, the matter is complicated by the particles of carbon forming smoke. It is of course these which made the fogs black. Apart from protecting our coasts from fogs advancing from the sea, Mr. Ferranti, as I understand, would disperse mists which arose, and would also prevent the droughts that are so troublesome in certain years, and thereby indirectly prevent the deluges which follow in later periods. It has appeared to me, since I began to study the question some years back, that it is merely a question of money to accomplish this. Whether it is commercially possible, depends upon the cost at which electricity can be generated, and the quantity of electricity required to produce a certain quantity of rain. We know that when we see bright blue skies overhead, there is nearly always a large percentage of moisture present. It does not come down as rain, because the temperature being maintained at a certain figure the dew point is not reached, and the atmosphere is able to carry all the moisture it possesses without attempting to deposit it. If and when we can produce electrical discharges in the atmosphere, at points where we should like to have moisture, we shall be able to produce rain as we want it. It may be interesting to note that there is an alternative scheme, which may possibly come in to aid. Most of us will have noticed that on a misty day, if the sun shines, the mist disappears; and, on the other hand, in muggy weather, in certain parts of world at any rate, if the temperature suddenly falls, fog supervenes. Hence it appears to me that if we can arrange to deliver higher temperatures to misty atmospheres, and lower temperatures to bright blue atmospheres, we can disperse fogs on the one hand, and produce rain on the other. Bearing in mind the advances that are being made in the development of refrigeration, and of the knowledge of heat the above suggestions are not as impossible as they may seem at first sight.

Certainly the ideas to which Mr. Ferranti has given voice are most alluring. He may perhaps for the moment be regarded as little else than an optimistic dreamer in this matter, but for all that, remembering the rapid consummation within recent years of many another hazy vision, he may also be among the first to pave the way to possibilities which at present appear extremely unsubstantial. The great fights which centred around the development of the telephone and electric light are still remembered by many, while the Röntgen rays and wireless telegraphy, though only of yesterday, have accom-

NEWS OF THE DAY.

A world's wireless telegraphy has been established by the receipt of a message at a Japanese local station from the steamer Korea while the latter was 4,402 miles out.

A St. Petersburg dispatch of February 10 states: Out of the ten medical experts dispatched from Russia to Harbin for the study of plague on the spot, five were infected and died. A sixth is under treatment. As all the victims had been vaccinated with the preventive serum, its actual efficacy has become a matter of open question.

The Lobby correspondent of *The Daily Chronicle* says that he has never known more intense irritation among the Radicals than that which has been caused by the Navy Estimates. Only the constitutional crisis prevents serious defections; even the moderate Liberals are profoundly disquieted at the growth in naval expenditure, which they consider is dictated by the Admirals.

Hu Sze-chin, a censor, has memorialized that high and low in China are poverty-stricken. The Throne should lead the masses in frugality or at least in economy. The memorialist has heard that great building work in the Palace is impending, which will require an expenditure of several millions. Such lavish expenditure, he declares, is most untimely, to say the least, and should be prevented. The Regent has submitted the memorial to the Empress Dowager.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
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Referring to the naval gunnery tests the *United Services Gazette* says:—With the 12-pounder guns the China Squadron again holds the merit list with 8.189 hits per minute, the Minotaur being the best ship in the Squadron, the First Division of the Home Fleet being second with 7.648 hits per minute, and the Second Division of the Home Fleet third with 5.685 hits per minute. The best shots with light quick-firers were:—With 12-pounders, Able-Seaman A. Kitson, of the Minotaur (China Station), who made 19.46 hits per minute; with six and three-pounders, First-Class Petty Officer J. Gibney, of the Flora (China Station), who made 21.43 hits per minute; and with three-pounders, Able-Seaman C. McArthur, of the King Edward VII. (Second Division of the Home Fleet), who made 25.71 hits per minute. With the six-pounder and three-pounder guns the Cape of Good Hope Squadron heads the list, with the Forte as best ship, and the China Squadron and Third Division of the Home Fleet are second and third respectively.

The members of the Naval Commission which was appointed by the Turkish Government in November last to visit the United Kingdom and Germany to purchase twenty suitable steamers for conversion into transports are finding some difficulty in arranging terms with owners. As the result of improving freight markets, there is at present an unusually good demand for second-hand tonnage, and the Turkish officers are not inclined to pay too highly for their requirements. Twelve have already been inspected at London, Liverpool, and Glasgow, but so far the only British boat to change hands is the Liverpool-owned steamer *Ottawa*, which has been bought for £20,000. She was built at Belfast nearly thirty years ago, and is of 5,071 tons gross, and will be better remembered as the former *White Star* liner *Germanic*. In Germany the delegation has been more successful, as negotiations for the transfer of three North German Lloyd liners have been completed. These are the *Oldenburg* and the *Darmstadt*, each of about 5,000 tons, built on the Clyde in 1890, and the *Roland*, of 3,600 tons, a Tyne production. It is said that the purchase price of the German vessels does not exceed £40,000. Before a return is made to Turkey further visits to British ports are expected.

AN EXCELLENT LINIMENT.

EVERY family and especially those who reside in the country, should be provided at all times with a bottle of Chamberlain's Pain Balm. There is no telling when it may be wanted in case of an accident or emergency. It is most excellent in all cases of rheumatism, sprains and bruises. For sale by all Chemists and Storekeepers.

NEWS OF THE DAY.

The English Mail of the 18th February was delivered in London on the 17th March.

The *Gazette* announces the names of two military hospital assistants who are authorized to grant death certificates.

The Philippine Land Investment Co. Ltd., the Merbau Rubber Co. Ltd., and the S.S. Canton Steamship Co. Ltd. have been struck off the register of companies in Hongkong.

The British collier, *Motis*, from Barry Dock to Wai-lai wei with coals, was met by H.M.S. *Newcastle* and ordered to proceed to Hongkong instead. She arrived in port to-day.

Sir Joseph Ward, Premier of New Zealand, speaking at a banquet in Sydney, said that it was idle to deny that, in consequence of foreign naval development, the maintenance of a two-Power standard had become impossible for Great Britain. "Our aim," he said, "is to weld the Empire into one great, flexible State for defence purposes, preserving the widest local autonomy, but transferring to a Council or Parliament of Defence all questions involving defence or kindred subjects, including foreign policy, foreign treaties, and international agreements." Sir Joseph Ward suggested the creation of an Imperial House of Representatives and a Senate.

SOCIAL AND PERSONAL.

All colonial members of the old House of Commons were returned for the new one except Mr. Henniker Heaton, who has retired after representing Canterbury for many years. His place as the oldest colonial member at Westminster is taken by Mr. W. Keswick, who has sat for Epsom since 1893.

Mr. H. D. C. Jones, the manager of the Yokohama branch of the Hongkong and Shanghai Bank, has gone home via Siberia on leave. On the eve of his departure Mr. Jones received the Third Order of the Sacred Treasure, bestowed by His Majesty the Emperor of Japan in consideration of the Imperial goodwill.

Lord Greve's illness will probably involve changes in the Cabinet. Mr. R. B. Haldane, Secretary of State for War, and Mr. R. McKenna, First Lord of the Admiralty, are likely to receive peerages in order to strengthen the Government in the House of Lords, while Col. J. E. B. Seely will become Secretary of State for War.

Mr. H. T. Montague Bell, who has retired from the editorship of the *North-China Daily News* which he held for nearly five years, has been presented with a large silver bowl and troy of Chinese workmanship, by some of his numerous friends in the Settlement.

The presentation took place in the editorial office of the *North-China Daily News*, and although all the donors were unable to attend, there were present Sir Havilland de Saumarez and Mr. F. S. A. Bourne (Judge and Assistant Judge of H. M. Supreme Court), Messrs. A. P. Wilder (U. S. Consul), H. F. Merrill (Commissioner of Customs), R. Tryman (H. M. Vice-Consul), H. E. R. Hunter (Manager of the Hongkong and Shanghai Bank), W. A. C. Platt, T. R. Jernigan, J. N. Jameson, G. Lanning, E. S. Little, Bathurst, Walker, A. W. Burkill, E. O. Pearce, Lieut.-Colonel Barnes, and Captain Scholches, (representing the German Consulate). The staff of the paper also made a presentation to Mr. Bell. Mr. O. M. Green, who has been for some time assistant editor, is Mr. Bell's successor.

ITEMS AT THE COURTS.

Emilio Piaz le Port and Mollie Piaz were arrested on a charge of behaving in a disorderly manner in a shop in D'Agulard Street and doing damage to the extent of about \$40. The case was remanded.

An Indian watchman was charged by Mr. J. Osberry, manager of the Grand Hotel, with stealing a sheet value \$2, and a sentence of three weeks' imprisonment was imposed by Mr. J. R. Wood at the Magistrate's court this morning.

When the s.s. *Siberia* arrived in port a postman sent his luggage and two cases of fish ashore by a sampan man to his house in Yau-nai. Another postman knew of this and is alleged to have gone on ahead and recovered the articles for when the owner arrived he found the two boxes of fish missing. The second postman was arrested and he appeared before Mr. J. R. Wood at the Magistrate's but was discharged.

INTERNAL TREATMENT NOT NECESSARY FOR RHEUMATISM.

FULLY one out of every ten cases of Rheumatism is simply rheumatism of the muscles due to cold or damp, or chronic rheumatism, neither of which require any internal treatment. All that is needed to afford relief is the 'true application' of Chamberlain's Pain Balm. Give it a trial. You will certainly be 'pleased' with the quick relief which it affords. For sale by all Chemists and Storekeepers.

DEPARTURE OF ARCHDEACON BARNETT.

The Ven. Archdeacon and Mrs. Barnett left Hongkong for England to-day by the P. and O. direct steamer *Marmora*, and their departure was the occasion for a unique display of love and affection by the boys of St. Stephen's College, of which Mr. Barnett is warden. On Friday evening the boys decorated the main Hall of the College and invited Mr. and Mrs. Barnett to a farewell social, which was carried out in Chinese style. A valuable presentation was made to the Archdeacon during the evening. On Saturday morning the Band of the 13th Rajputs attended at the College and after playing a spirited programme escorted the travellers to the P. and O. Wharf. Then two gaily decorated launches were filled with the band, the students, Mr. and Mrs. Barnett and friends and left for the Marmora amid salutes of crackers. The band subsequently circled the ship playing farewell airs. It is the unanimous hope of all his friends that Archdeacon Barnett will return to Hongkong thoroughly restored in health.

WARNING TO CHINESE IN SEARCH OF WORK IN GREAT BRITAIN.

The *Gazette* contains an announcement to the effect that Chinese are warned of the risk they run in proceeding to Great Britain in search of work. Only those should go who have posts already secured for them, or have the means to pay their passage back if unsuccessful in obtaining employment, otherwise they are liable to find themselves destitute.

CRIMINAL SESSIONS.

The March Criminal Sessions were formally opened this morning and adjourned until Monday at 10 a.m.

The calendar this time is an extremely light one, only two cases being down for trial. They are:—*Un Yau*, kidnapping; *Wong Hing Tong*, manslaughter.

THE SHANGHAI LIBEL ACTION.

Damages for Plaintiff.

The jury in the libel action in which W. E. Lovison, Secretary to the Municipal Council, sued Mr. Herbert D. Hutchison, in connection with a letter which the latter wrote to the *North-China Daily News* on January 6, were out three and a quarter hours after which they asked for further instructions.

After retirement a second time they returned a verdict for plaintiff and fixed the amount of the damages at \$25.

The Chief Justice, Sir Havilland de Saumarez, allowed plaintiff the costs of the action.

CANTON AND THE REVENUE.

Now that the day draws near when the gambling dens in Canton are to be closed and revenue therefrom will cease, the officials are growing anxious about the future. H. E. the Viceroy has called to a personal interview one of the leading revenue officials and has discussed the question with him face to face. The latter called together the heads of the firms responsible for the farming of the opium licenses, as well as the salt and spirit monopolies, and told them that revenue has to be paid in advance, so that the Government may not lose funds as apparently it has done in the past. It is well known that one of the farmers of the gambling dens owes large sums to the Government, and there appears to be no probability of his ever being able to pay. In order to avoid anything of the kind in future, the Government is determined to collect its moneys in advance. Meanwhile it is reported that the crookiers of the Canton houses are doing a good deal of cheating. The papers say that, seeing the end in view, they are cheating those who play of large sums, and in some cases when the fraud is detected there is trouble and almost bloodshed.

HIGHLAND NECTAR SCOTCH WHISKY.

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A VERY OLD SCOTCH WHISKY AS MILD AS MILK.

Price \$23 per dozen.

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[Continued.]

CHINA'S "SWELLED HEAD."

CANNOT DISREGARD TREATIES.

(Reuter's Service to the China Mail.)

London, March 18.

Sir Francis Younghusband, in a letter to *The Times*, considers it more likely that China is the aggressor than Russia and says that China has suffered from a swelled head ever since the Russo-Japan war and that China seems to take it for granted that she can disregard treaty obligations with impunity in Kuldja as she has done in Tibet.

THE ATTITUDE OF CHINA.

(Wah Tse Yat Po's Service.)

Peking, March 17.

Prince Tsai To and H. E. Chang have proposed that troops should be stationed along the boundaries of Manchuria and Mongolia. The proposal has, however, been disapproved by the Wai-wu-pu on the grounds that such a step would produce suspicion amongst the other Powers.

JAPAN AND ARBITRATION.

STATEMENT BY SIR EDWARD GREY.

(Reuter's Service to the China Mail.)

London, March 17.

Speaking in the House of Commons, Sir Edward Grey, Secretary of State for Foreign Affairs, said Japan was aware of the views of Great Britain respecting the reference of international disputes to arbitration, but it was quite undesirable at this stage to inform the House of anything which may have passed between the two Governments.

THE YUNNAN BOUNDARY.

(Wah Tse Yat Po's Service.)

Peking, March 17.

The Wai-wu-pu have declared their intention to have the question of the Yunnan boundary submitted to the League.

His Excellency Liu Yak Lin has reported that the Foreign Office in London had declared that the withdrawal of troops and the Yunnan boundary question are two separate matters, and that even if the boundary question is settled a certain number of troops must remain there for the protection of commerce.

WEDDING AT THE UNION CHURCH.

Milne - Leslie.

An interesting wedding took place at the Union Church this morning, when Miss Annie Leslie, who only arrived from England a few days ago, was married to Mr. John Duncan Milne, Chief Officer of the s.s. *Singan*. The Rev. C. H. Hickling was the officiating minister, while Police Sergeant James Lee acted as groomsmen. A reception was subsequently held at the Grand Hotel. The honeymoon is to be spent at Stanley.

'FAUST' AT THE EMPIRE.

Although but rarely privileged to see and hear any of the great Italian operas in Hongkong, the public have an opportunity of seeing an excellent representation of 'Faust' in the truly magnificent film which is being exhibited at the Empire Theatre. The film is of great length and faithfully depicts, in colours, the performance of this well known opera.

RAISING NOTES.

There are surprises even in sleepy Hongkong. Who would have thought on Thursday morning that before the shades of evening fell upon a dreary and unsuspecting land that the Government would put up the price of drinks? And if the general public did not know what was coming along, the Unofficial members of the Legislative Council were equally unconscious of the bomb about to be thrown.

It was most skillfully arranged. The gentlemen of the Press were informed just before the proceedings began that no "copy" would be allowed to be sent from the Council chamber to their respective newspapers until a certain resolution about to be introduced was discussed and carried. And so not a word leaked out before the vote was taken, and the Government got out its official notices to the liquor merchants a few minutes ahead of the reporter's "copy"; at 3.40 p.m. in fact, at which momentous time the new duties were enforced and the size of gin cocktails diminished proportionately.

It was a smart bit of work, undoubtedly, but the Colony does not quite like it, all the same. The general feeling is that it was a bit too smart and that a little opportunity for the discussion of the subject should have been given, but, as Mr. Clement pointed out in council, such would have defeated the ends of the Government, which were uniquely to prevent the tribute belonging rightly to Caesar falling into the pouch of Baecus, as it is said to have done before, at a time when the Government were not so wary.

It is, to continue in the classical vein a little longer, for the same reason that Mars and Neptune will also have to forego their "little bit" the Government cannot afford to part with any of "needful" these hard times. Mars and Neptune will no doubt grumble and call us poor, hardworking civilians mean cusses, but if all I have heard about the distribution of the military rebate is true things have occurred in regard to it which were certainly never contemplated when the Council so generously made the allowance in the first happy flush of a possible ten lakhs accruing from the liquor duties.

I have often wondered at the plea which the military always bring forward when they want the civilian to put up some "emolument" or other—the plea that the soldier deserves special consideration because he is ordered to this place or that and cannot leave it of his own free will, while the civilian is free to come and go as he pleases. It sounds very nice, but strictly speaking it is baldheaded. The average civilian is far more tied down than the soldier. He very often cannot get away once having come here, because of many reasons connected with the earning of his bread and butter. Besides, the soldier is sure of a change in two years and he has not to worry about his passing money or whether there will be work and tucker for him at the end of the voyage. Soldiers always forget these things; nor do they realize how very much better off they are than the struggling civilian in the matter of recreations, hospitals, entertainments and other things. Of course they have some restrictions, but, good heavens, they must expect to have some, it is part of the understood price they pay for belonging to the Service, and they are but minor disadvantages compared with what a very large proportion of the civilian community have to put up with. But what is the use of talking, military men can never see these things from the civilian point of view.

There is many a European civilian in Hongkong to-day who would give his head to get out of the place but cannot. The high hopes he may have entertained on arrival have faded in the stern struggle for existence and as the years have flown by and the cost of living has increased, the possibility of even saving up a steamer passage has died down. To work on then with the confident certainty of eventually resting the weary bones in Happy Valley is all that lies before. There is no military transport at the disposal of such as these, with change of station every two years, and their numbers increase with the growing difficulty of scraping a living in the Crown Colony of Hongkong.

At a recent dinner of the American Book-sellers' Association, one of the souvenirs on the table was a paper-weight which bore this text:—"To write a book is an easy task; it requires only pen and ink and some patient paper. To print a book is slightly more difficult, because genius often expresses itself in illegible manuscript. To read a book is still more difficult, as one must struggle against sleep. But the most difficult task that anyone may attempt is to read a book."

In America the word "rubber" is applied to anyone who is fond of prying into other people's business, and a man is said to be "rubbering" when he starts too persistently at a person or a thing. Not long ago an Englishman was travelling in an American railroad car, when a woman carrying a very plain and peculiar-looking child got in. The man stared at the child, quite fascinated by its ugliness. Again and again he looked away, but always his gaze returned as if he were unable to help himself. At last the woman, exasperated, leaned forward towards him and in an impressive voice said: "Rubber!" "Thank Heaven, madam," he replied, "I thought it was real!"

A few years ago an old woman from Derbyshire paid a visit to some friends living at a distance, who, on the Sunday

she was staying with them, persuaded her to accompany the family to chapel. Taking her seat in the gallery, a distance from the pulpit, she appeared to listen very attentively to the sermon, when she suddenly began to weep. At the close of the sermon the minister sent for her into the vestry. "Now, my good woman, I saw you weeping. May I ask what part of my sermon so affected you?" The dear old soul at once choked out, "It was none of the sermon that affected me, for I couldn't hear a word to speak, but seeing the jaws go wag, wag, and the board wobbling about, it made me think of my auld billy gae as did a fortuitous come Monday." The interview terminated abruptly.

Not so very long ago we remember a speech of Sir Henry May's on the occasion of the opening of the new Seamen's Institute in which he urged the benefits of teetotalism pointing to many of the leading figures in the Colony's sports as men who touched no intoxicants. Yet now the Government "grooves" because the liquor duties have not been fruitful enough in revenue! If everybody were abstainers there would be no return at all from this source, so after all the thirty folk do help us out of some of our troubles.

One friend of mine made no bones about his preference for the present form of taxation above all others, for, he said, he not only enjoyed the consciousness when having his "peg" that he was contributing to the finances of the Colony, but at the same time he was getting a little enjoyment out of the process himself. In the case of Income Tax, however, it would be "give" and no "take." Perhaps that's a selfish way of looking at the situation, but it's comforting anyhow.

RAMBLER.

SPORTING.

Hockey.

R. E. F. TAYLOR.

This friendly encounter will take place on the military ground, at 5.15 p.m. on Monday. The R.E.F. will be represented by the following:—Kolly; Woodford, Durrant; Forreman, Daniels, Tames; Tester, Hilebard, Smith, Regan, Callaghan.

Billiards.

"SOLDIERS' CLUB" TOURNAMENT.

The third series of games between the R.E. and R.O.Y.L.I. in the above competition took place on Friday night. The first pair to go to the table were Capt. Addison R.E. and Pte. Spieguller, R.O.Y.L.I. Capt. Addison held his man throughout, beating him by 76 points. The second game between Lieut. Aston R.E. and Pte. Harris, R.O.Y.L.I., was equally interesting, the R.E. man, as in the first game, proving the winner by 64 points.

The scores up to date are as under:—ROYAL ENGINEERS. R. O. Y. L. I. Cpl. Hooley.....250 Lt. Cpl. Harris.....219 Cpl. M. Stirling.....203 Pte. Loukes.....250 M. S. Barn.....248 Lt. Cpl. Dempsey.....250 S.S. Ouldard.....219 Pte. Standring.....250 Capt. Addison.....250 Pte. Spieguller.....184 Lieut. Aster.....250 Pte. Harris.....184 Total.....1418 Total.....1322

WUCHOW NOTES.

(From Our Own Correspondent.)

Wuchow, March 18.

On their last trips the Nanning and the Saimun were loaded with army supplies to be sent into the interior from this place. There were over a thousand packages, including tents, cases of saddles, uniforms, etc. We understand it is mostly to be shipped from here to Nam Ning, Lau Chau and Kwei Lam. There were also a number of small junk loads of ammunition reloaded on to small boats to be taken up the river to these places.

There has been quite an epidemic of measles recently. Of course it goes without saying that in an interior port like this there is no attempt to prevent the spread of the disease.

The plague is still in the city. Several hundred people have died of it and practically nothing has been done to check it. The officials have put out proclamations asking the people to be careful about keeping the drains clean, but nothing so far has been done. We understand that the gentry are now talking of establishing a "Kit Tsing Kuk" to further the work of cleansing the city. It is to be hoped that some thing will be done now that the warm weather is coming on.

The Sandpiper made a visit this week, spending two days in port. The men availed themselves of the games at the recreation club, engaging in tennis and football.

Mr. Hunt, representing Burroughs and Welcomes Drug Co., visited the city this week in the interest of that firm.

Dr. G. A. Walton, of Canton, together with a company of tourist friends were here on Tuesday. I have just learned of the death of Mrs. W. A. Farmer, of the Christian Missionary Alliance. She and her husband had been stationed at Lau Chau but owing to ill health she had been removed to Kwei Ping some weeks ago, where it was hoped that the rest and a change of surroundings would restore her to health. She was most loved both by Chinese and foreigners and her loss will be felt throughout South China.

THE SAME OLD STORY.

THE old, old story, told times without number, and repeated over and over again for the last 27 years, but it is always a welcome story to those in search of health. There is nothing in the world that cures coughs and colds as quickly as Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

NEW GERMAN AIRSHIP.

(From Our Own Correspondent.)

Berlin, Feb. 15.

Another attempt is to be made to cross the Atlantic in a dirigible, and this time the adventurous proceeding is starting under German auspices. Dr. Fabrice, the head of the Munich Military Aviation School, Prof. Alt, of the Munich Meteorological Station, a German engineer, a naval officer and a sailor, and Mr. Joseph Bricker of New York are the bold aeronautic explorers, and the undertaking is principally financed by the Swiss chocolate firm of Sauter, after whom the dirigible is called. The route followed is to be the line Columbus took, covering that part of the ocean which is fairly quiet, and still called by the Spaniards "the Indies Sea." Of course the season chosen will be that when there is very little fog—that of the north-east trade-winds, with which the aeronauts confidently hope to drift without making much use of their motors. For escape in the event of accidents, the best precautions possible have been taken. The car of the airship is a motor boat 30 ft. in length, and furnished with two 200 h.p. motors, which can drive either the propellers of the dirigible or the screw of the boat. The car is also fitted with explosion-proof tanks containing 3000 litres of benzine, and an apparatus for drawing up water from the sea. The total capacity is 9,500 cubic feet, and it has small ballast tanks on the well-known Ramsay system. As the principal difficulty to be contended with on a trip of the kind is the expansion of the gas under the influence of the sun's rays and the constant necessity of letting the gas escape, Mr. Bricker and Prof. Alt have put their wits together and devised a plan by which this can be avoided. A small pump, that can be worked by the engineer with one hand, fills a tube with water and conveys it to the top of the balloon, and there the water is—by a number of fine jets—sprayed over the entire surface of the envelope. This practical invention has been repeatedly tried with excellent results at Munich, and it proves that the shower of water played at intervals obviates the effects of the sun. The interesting aerial vessel was christened at Kiel a few days ago by Princess Heinrich. Her Royal Highness broke a bottle of champagne against the peak of the motor-boat, and bestowed the name of "Suchard" upon the ship. The dirigible, which is of the rigid system, is said to present a very solid and stable appearance; the gas-bag being made of much stouter material than that usually employed. It is also said that the vessel is capable of crossing the Atlantic in three days, by the dirigible with the engines working, by the ballast if the engines should fail, and finally, in the event of disaster, by the motor-boat. After the airship has been subjected to exhaustive tests over Kiel Harbour and Bay, she will be packed up and transported to the Cape Verde Islands whence she will attempt to cross to the American coast.

THE BEILIN BEACON. The season is now at its height, but the arrival of Ash Wednesday will see the official termination of the Court festivities, for which their Majesties will not be sorry. The Kaiser has been confined to his room a few days with a cold, but is now about again owing to his usual custom of taking precautionary measures as soon as any symptoms of a cold appear. At the annual opening of the Court festivities, his Majesty was present and read a lengthy address, for the first time putting on eye-glasses in public. This naturally caused a sensation, and the news was immediately called to all quarters of the globe. I am in a position to state that the Kaiser's eyeglasses are excellent in a general way, but like other folks of less exalted position he finds the need of the assistance of lenses when reading small print or in a bad light. The Kaiser is now suffering from an attack of the popular influenza and keeping his room. There are no complications and no bulletins are issued. The Court Ball was postponed last week on this account and her Majesty was prevented from attending a very select ball at the Palace of the Imperial Chancellor on Friday. The Kaiser and his fair daughter, Princess Victoria Luise, were present as well as Prince Eitel Friedrich and Princess August Wilhelme, his Majesty's daughter-in-law. It was a dance chiefly for the younger folk; the Chancellor's daughter having just made her debut in society. Princess Victoria Luise is a very graceful and ardent dancer, and it is hardly necessary to say never misses a dance. The Imperial Princess, too, are all admirable dancers, and make things "hum" as our American cousins say. There is a rumor that the Kaiser's son, Prince Wilhelm, is now in the city, and there were five of them at the Chancellor's ball, which numbered about 200 guests altogether. Early in March the Kaiser hopes to go for his cruise in the Mediterranean, the chief point being the island of Corfu where he will remain several weeks according to present arrangements. All political combinations are officially contradicted, including the meeting of the German Emperor with the King of Italy or the Emperor of Austria. The cruises are purely ones of recreation. Whether the Kaiser and his daughter will accompany His Majesty is not yet decided.

NEW OPERA HOUSE.

The Kaiser inspected the designs for the new Opera House here yesterday morning, and the work of building will be commenced as soon as possible. We have suffered so much from the limited space of the old building, which is in every way unworthy of Berlin and far behind many provincial Operas, that the announcement has been received with universal rejoicing. The site of the new building is to be, as was anticipated, the spot in the Tiergarten where Kratochwil's old building stood, which is now the property of the State, will be sacrificed for the benefit of greater art. Surrounding land belonging to private persons will be purchased in addition for the sum of some three millions. The auditorium will contain altogether 2,000 seats, the State box alone seating 50 persons. There will be four tiers, and space for an orchestra of 120 musicians; the stage will be 32 metres broad and 60 deep, and all the architectural and scenic elements will have the best consideration of architects and designers. The Kaiser intends to make his new Opera, in one word, as perfect as possible.

COMMERCIAL.

Freight.

Messrs. Lamko and Roggo in their freight circular dated Saturday, 18th March, state:—

The freight market during the interval under review has undergone a change for the better. A distinctly firmer tone is ruling owing to the scarcity of tonnage, partly caused by the numerous sales of well known tonnage vessels to Japan lately, and partly by practically all Norwegian tonnage being taken up on time charter, a great deal of which is tied up for quite a length of time. It is remarkable that all German tonnage, except such absolutely required to keep up the "regular lines," is also under time charter for still some time. The North reports that Tientsin has opened and there is a fair amount of cargo going up to that port. Fixtures from Newchwang to Swatow have already been effected on basis of 30 cents per picul, "liners terms," and as the plague seems to be abating it is hoped a revival of trade in the North will soon set in. If everything turns out as expected, and "regular liners" find sufficient profitable employment in their own sphere, it goes beyond saying that the present scarcity of tonnage will be felt very much, and in consequence freights all round should stiffen.

Saigon/Hongkong.—Rates have gradually worked their way up to 18 cents with further offers at this rate unresponded to. Prompt tonnage being all employed, owners are keeping back and are holding out for higher rates.

Saigon/Philippines.—In this direction the rate has materially improved. Tonnage being scarce a vessel was able to obtain 31 cents, full cargo 29/30,000 piculs to Cebu. The Philippines had again to import rice from Saigon, leading to the fixture of a 42,000 picul boat at 43 cents to Manila, option 2 ports P. I. at 45 cents per picul, also a much enhanced rate compared with the latest fixture.

Messrs. Wm. G. Hale and Co., Saigon, report under date of March 4th as follows:—"The presence in port of some tonnage, and the immediate vicinity of more to lift contracts due, added to the mangro arrivals of steadily from the interior, keep our market high and firm precluding all new business, dealers being wisely reluctant to contract further without being first certain of supplies."

Saigon/Java and Java/Hongkong.—The position is as unsatisfactory as before, there being very little doing in either direction. Bangkok.—Regular liners are well employed, rates having advanced to 32 cents, "liners terms." The charter of the s.s. Germania has been arranged at 24 1/2 cents net.

Coolie Trade.—Several "outlets" boats have been taken up for the conveyance of coolies from Amoy and Swatow. The chief reasons for this is the rubber boom and the great call for labour in the Straits, Malacca and the Dutch Indies.

Coal Freight.—Japan to this tonnage is difficult to obtain, especially for Canton. Chartered to Hongkong option Singapore, the rate working out at about 18 cents per picul. Further inquiries are still unfilled. Saigon/Java and Java/Hongkong.—The position is as unsatisfactory as before, there being very little doing in either direction. Bangkok.—Regular liners are well employed, rates having advanced to 32 cents, "liners terms." The charter of the s.s. Germania has been arranged at 24 1/2 cents net.

Timecharter.—Three settlements done locally are on record:—S.S. Footsting for a voyage hence to Mexico and back on timecharter basis of \$9.00 per month; s.s. Spir 3 1/2 months at \$520.00 per month for Cattle trade, and s.s. Brand for 3 months at \$550.00 per month. Several vessels have been taken up on timecharter up North.

Sales.—German s.s. Knipsberg 640 tons N. Reg. has been sold Japan for at \$7,000. Three further vessels a.s. Sing Lee, Sing Yue, and Lyaboh are also reported sold in Shanghai for Tael 50,000, for breaking up purposes.

SHOCKING NEWS FROM YEUNGKONG.

The Chinese papers report that a very lawless and cruel band of robbers in the Yeungkong district. The text of one article is "that brigands abound everywhere, and scatter themselves daringly. There is no distinction between the families of the rich and poor in regard to their daughters, for they are constantly being kidnapped, are taken to Macao, and from there are sold to foreign ports." A few days ago a big village was looted, and the raiders numbered fifty persons. In addition to all the property of a man named Lum being stolen, there were five girls carried off. In another village, not more than a mile from the city, a gang of robbers appeared, and in this case fourteen women and girls were "kidnapped and carried off." Steps were taken to redeem these, but they were carried away so far that no trace of their whereabouts can now be found, and no ransom can be asked. Another case is mentioned, and in this instance the girls carried off numbered eleven. Of these about one half were ransomed. The list is not complete. There would be little wonder in further detailing such and such, yet if those statements are true—and we see no reason to doubt them—who can wonder at the restlessness of the Chinese people under their rulers? Moreover, there seems to be a bit of a sting in the state, kidnapped girls are taken to Macao, and then sold to foreign ports. It is not said that the authorities at Macao are in any way to blame for what is going on. On the other hand Chinese readers will associate the port with the trade, and this fact will engender bitterness in their minds. But the earlier facts are the things to remember, and to regret. Indeed, to say regret is to say too little. If young maidens are being kidnapped in this wholesale way, and carried off ruthlessly to supply brothels in places to which the Chinese migrate, then the Government should be recalled to its duty and put a stop to such traffic at once. Gambling and other such deeds as are reported here to go on—end to take no effective steps to arrest the secondaries, seems to be destroying the fox by allowing the wolf to range at large.

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The Woman Deborah, by Alice and Claude Askey.

Rosanna, by Algernon Gissing.

Heart of Gold, by L. G. Moberly.

Hawtry's Deputy, by Harold Bindloss.

The Brand of Silence, by P. M. White.

The Justice of the King, by Hamilton Drummond.

The Rising Master, by Dolf Wyllarde.

Sold and the Other, by Victoria Cross.

High Water Mark, by Fergus Hume.

The Little King, by Charles Major.

Chains, by Edward Noble.

Dorinda and Her Daughter, by "Toto."

The Lesson, by Gertrude S. Westworth.

The House of Silence, by Evelyn Everett Green.

The Disappearance of Nigel Blair, by Florence Warden.

The Marriage of Count Malorot, by D. Hugh Price.

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BRITISH CONSULS AND TRADERS.

In the House of Commons on the 9th ult. Mr. Rendell asked the Secretary of State for Foreign Affairs whether His Majesty's Consular officers had any, and what duties to English traders; whether it was their duty, or an act of grace on their part, to answer queries from British traders about the credit of foreign traders; whether it was usual for them to give answers on this point, and, if so, under what circumstances did they give such information; if it was not their duty to give such information, whether such a duty could be performed by them; and whether with regard to the Consuls employed by the German Government, the duty was regularly performed to the advantage of German traders.

Mr. McKinnon Wood, in reply, said: It is the duty of His Majesty's Consular officers abroad to reply to inquiries addressed to them by British traders, except when they manifestly relate to the business of competing British firms or where the reply would be likely to prove injurious to British manufacturing interest. It is, however, no part of their duty to give opinions or to furnish confidential information as to the respectability, private character, or solvency of individuals or firms, but they may at their discretion indicate what the standing of any firm is generally considered to be, while disclaiming official responsibility for the information. I have no reason for supposing that German Consular officers are in the habit of going any further than this in dealing with inquiries as to the credit of foreign firms.

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THESE MAKERS' ENGINES SECURED THE GOLD MEDAL AT THE FRANCO-BRITISH EXHIBITION, LONDON, AND AT THE WINNIPEG EXHIBITION, CANADA.

AWARDED the £1,000 Prize offered by the War Office for the Best Military Tractor together with £180 BONUS for exceeding the requirements of the conditions by 46 Per Cent.

PILE DRIVERS AND HOISTING ENGINES

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Quotations for any description of Machinery or Engineering Plant on application to

DODWELL & Co., Ltd., MACHINERY DEPT.

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LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative "ANTHROL"

Destroys WHITE ANTS and prevents decay.

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JOHN & ROBERT HARVEY & CO., LIMITED.

ESTABLISHED 1770.

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WHISKIES.

DODWELL & CO., LTD.

Over £2,000 PAID DAILY IN CLAIM.

THE STANDARD LIFE OFFICE.

£1,000 POLICY FOR £2.0.8.

The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.

PREMIUMS BY MONTHLY INSTALLMENTS WITHOUT EXTRA CHARGE.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP	(NORE)	About	Freight and
via SUEZ, PANAMA, CANAL	Capt. G. PHILLIPS	22nd Mar.	Passage.
PORT SAID & MANDELA			
SHANGHAI, KORE, MOI, PALMA		About 23rd	Freight only.
AND YOKOHAMA	(Capt. G.W. COCKMAN, R.N.R.)	March	
SHANGHAI		About	Freight and
	Capt. G. W. COCKMAN, R.N.R.	31st Mar.	Passage.
LONDON, via SUEZ, PANAMA, CANAL	(DEANHA)	Noon, 1st	See Special
OF CALL	Capt. H. POWELL	April	Advertisement

P. & O. S. N. Co's Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.
The only line that maintains a Regular Schedule Service of 13 DAYS YOKOHAMA TO VANCOUVER.
21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec or St. John, N.B.

From Hongkong	From St. John, N.B.
*EMPERESS OF CHINA	*EMPERESS OF IRELAND
Saturday, 8th April	Friday, 6th May
*MONTAGUE	
Tuesday, 18th April	
*EMPERESS OF INDIA	
Saturday, 20th April	Friday, 28th May
*EMPERESS OF JAPAN	*EMPERESS OF BRITAIN
Saturday, 20th May	Friday, 16th June
*EMPERESS OF CHINA	
Saturday, 10th June	
*MONTAGUE	
Wednesday, 28th June	Friday, 7th July

*Express Steamships leave Hongkong at 7.00 A.M. and *Montague at 12 Noon. All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.
Each Trans-Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamers as shown above. The *Express of Britain and *Empress of Ireland are magnificent vessels of 14,600 tons, speed 20 knots, and are regarded as second to none on the Atlantic.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line), £71 10s.
Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.
Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.
R. V. S. MONTAGUE carries only "One Class" of Saloon Passengers (two 1st Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.
Via Canadian Atlantic Port £43.
Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOI, KOBE, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL
HERCULES	3780	Wilhelmsen	April 8th
SETHLATHYON	4400	J. R. Shaw	April 15th

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States. For through rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
HAIYANG	Capt. A. E. Hodgins	TUESDAY, 21st Mar., at 11 A.M.
HAIYAN	Capt. J. W. Evans	FRIDAY, 24th Mar., at 11 A.M.
HAIYANG	Capt. W. C. Passmore	TUESDAY, 28th Mar., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAIYANG	Capt. A. E. Hodgins	SUNDAY, 18th Mar., at 10 A.M.
HAIYAN	Capt. J. W. Evans	WEDNESDAY, 22nd Mar., at 11 A.M.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

Hongkong, June 23, 1910.

General Managers.

SWEDISH EAST ASIATIC CO., LIMITED.

GÖTEBORG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION	STEAMSHIP	DATE OF SAILING

For Freight and further Particulars, apply to

Olof Wijk & Co.,

CHINA AGENCIES, AKTIEBOLAG.

TELEPHONE No. 171.

Hongkong, January 13, 1911.

Shipping.

U. S. MAIL LINE.

PACIFIC MAIL S.S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	DATE	TIME
*SIBERIA	18,000	FRIDAY	24th Mar., at 1 p.m.
*MANCHURIA	27,000	SATURDAY	8th April, at 1 p.m.
*MONGOLIA	27,000	SATURDAY	29th April, at 1 p.m.
*KOREA	18,000	SATURDAY	27th May, at 1 p.m.
*SIBERIA	18,000	FRIDAY	9th June, at 1 p.m.
*MANCHURIA	27,000	SATURDAY	24th June, at 1 p.m.
*MONGOLIA	27,000	SATURDAY	15th July, at 1 p.m.
*KOREA	18,000	FRIDAY	11th Aug., at 1 p.m.

Twin Screws. — Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The P. M. S. SIBERIA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 24th March, at 1 p.m.

Fares: Hongkong to London £71 10s. Return six months £120 2s. 6d. including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Offices of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consular Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE.

China.....10,200 Tons, FRIDAY, 31st Mar., at 1 p.m.

Asia.....9,500 ,, FRIDAY, 21st April, at 1 p.m.

Persia.....9,000 ,, FRIDAY, 19th May, at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, March 31st, at 1 p.m.

On the Fine MAIL Steamers, 25A, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports...£43.

Hongkong to San Francisco via New York...£25.

Through Bills of Lading issued to Japan, North, Central and South American Ports for further information as to Passage and Freight, apply to the Agency of the Company, King's Building (opposite Blake Pier).

FRED J. HALTON, Agent.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA			1911
Via NAGASAKI, KOBE	SEATTLE MARU,	6,182	Wednesday, 22nd Mar., Daylight
Via YOKOHAMA			
VICTORIA, B.C. & TACOMA			
Via SHANGHAI, MOI,	MEXICO MARU,	6,064	Tuesday, 4th April, Daylight
Kobe and YOKOHAMA			

The Co.'s newly built steamers have fair speed. Superior accommodation for steering passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TADISU via SWATOW & AMOY	DAIJIN MARU,	SUNDAY, 19th Mar., at 10 A.M.
SHANGHAI, via SWATOW	BUJUN MARU,	THURSDAY, 23rd Mar., at 8 p.m.
AMOY and FOOCHOW		
ANTING, via SWATOW & SUSHU	MARU,	WEDNESDAY, 29th Mar., at 8 A.M.
AMOY		

Fair speed, Superior passenger accommodation. Electric light throughout.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGERS, PRINCESS ALICE,			WEDNESDAY
GIBRALTAR, SOUTHAM, Capt. P. Grosch.			22nd Mar., at Noon.
TON, ANTWERP & HAMBURG		(20,300)	
SHANGHAI, NAGASAKI, KLEIST,			About
Kobe and YOKOHAMA, Capt. O. Palanke.		(17,000)	WEDNESDAY, 22nd Mar.
MANILA, YAP ANGAUR, NEW COBLENZ,			SATURDAY,
GUINEA, BRISBANE, SYDNEY, Capt. H. Regener.		(9,750)	25th Mar., at Daylight.
AND MELBOURNE			
Kobe and YOKOHAMA	PRINZ WALEMAR,	(6,100)	About
	Capt. F. Lecke.		TUESDAY, 4th April.
KUDAT and SANDAKAN	BORNEO,	(6,000)	End of March.
	Capt. F. Sembill.		

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd, MELCHERS & CO.

General Agents, Hongkong & China

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	TO SAIL
SHANGHAI	WINGSANG	SUNDAY, Mar. 19, Daylight.
SHANGHAI via SWATOW, CHOY'S LING		MONDAY, Mar. 19, Daylight.
SHANGHAI, KOBE AND FUKUOKA	FOOKSANG	TUESDAY, Mar. 21, Daylight.
MOI		
TIENTSIN via WEI-HAI-WEI, CHEONGSHING		TUESDAY, Mar. 21, at Noon.
SINGAPORE, PENANG AND KUTSANG		WEDNESDAY, Mar. 22, at Noon.
CALCUTTA		

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Aikawa, Nanshin and Kuremichi leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Newchwang.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHUNAN	Mar. 18, Midnight.
SWATOW, WEI-HAI-WEI & TIENTSIN	Kuremichi	Mar. 21, Daylight.
AMOY & SHANGHAI	Wing	Mar. 21, at 3 p.m.
MANILA, CEBU & ILOILO	TAIYUAN	Mar. 21, at 4 p.m.
HAIPHONG	SINAN	Mar. 22, at Noon.
SHANGHAI	LINAN	Mar. 23, at 4 p.m.
SHANGHAI	CHINSHUA	Mar. 25, Midnight.
MANILA, ZAMBANGA and USUAL	TAIYUAN	April 10, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTIN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chennan, Linan, Chihnan)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 86.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON	KANAGAWA MARU,	THURSDAY, 23rd Mar.
AND ANTWERP, via	Capt. C. H. Butler, Tons 7000	
SINGAPORE, PENANG,	HIRANO MARU,	WEDNESDAY, 29th Mar., at Daylight.
COLUMBO AND PORT	Capt. H. Fraser, Tons 9000	
SAID	TANGO MARU,	WEDNESDAY, 12th April, at Daylight.
	Capt. K. Kawara, Tons 8000	
VICTORIA, B.C. & SWATOW	INABA MARU,	TUESDAY, 28th Mar., at Noon.
via SHANGHAI	Capt. Tomioka, Tons 7000	
MOI, KOBE, YOKOHAMA	TAMBA MARU,	TUESDAY, 26th April, at Noon.
KAICHI & YOKOHAMA	Capt. K. Noda, Tons 7000	
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU,	SATURDAY, 25th Mar., from KOBE.
	Capt. B. Ken, Tons 7000	

PASSENGER SEASON 1911

Sailings and Passage Rates from Hongkong

TO MARSEILLES & LONDON, via SUEZ CANAL.

Steamers	Tons	Leave H.K.	Rate of Passage
IYO MARU	7000	15th	1st Class S Y.550.00
HIRANO	9000	26th	" " " " 825.00
TANGO	8000	12th April	" " " " 340.00
KAMO	9000	26th	" " " " 440.00
AKI	7000	10th May	" " " " 750.00
MITSHIMA	9000	24th	" " " " 330.00

With option of Rail between calling ports in Japan.

For further information as to Freight, Sailings, etc., apply to

T. RUSUMOTO, Manager.

THE CHINA MAIL'S ILLUSTRATED SOUVENIR

of the British Section of the

Kowloon-Canton Railway

Containing Photographic Illustrations of the magnificent scenery through which the line runs, a brief history of the project, an outline of the work accomplished, etc., etc.

JUST THE THING TO SEND HOME.

PRICE 10 CENTS EACH.

Hongkong, Sept. 28, 1910.

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Shipping

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.



STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

The Company's Steamship

AUSTRIA,

Captain RACON, will leave for the above

ports on MONDAY, the 27th inst., at 8 p.m.

This steamer has capital accommodation for Passengers, Electric Light, carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents, Prince's Building, Hongkong, March 13, 1911.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.



STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLUMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the

Brazilia, to South America, PERMANENT, Red Sea, Black Sea, Levant, Venice and Adriatic Ports)

The Co's Steamship

VORWAERTS,

Captain DANNEBERG, will be despatched as above on WEDNESDAY, the 22nd March, at 2 p.m.

This Steamer has capital accommodation for passengers, electric light, and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,

Agents, Prince's Building, Hongkong, March

